IN THE CLAIMS:

The following listing of claims replaces all prior versions and listings of claims in the present application:

Listing of Claims:

1. (Currently amended) A method for the closed-loop control of a thermostat ~~(11), in particular~~ in a cooling circuit of an internal combustion engine [[(1)]], wherein, ~~by means of the valves~~ via a valve in the thermostat, a small coolant circuit without a radiator [[(2)]] and a large coolant circuit with a radiator [[(2)]] can be separated from one another or connected to one another in a temperature-controlled manner, or connected to one another in a mixing mode with a mixing ratio with closed-loop control of the temperature, and [[the]] an operating [[units]] unit of the valves in the thermostat ~~(11) are~~ is triggered by [[a]] control means in response to input control parameters [[(5)]], and one of a plurality of possible prespecified desired coolant temperatures is set by opening and closing the valves in the thermostat based on the input control parameters, ~~characterized in that~~ and wherein the closed-loop control [[to]] for each prespecified desired coolant temperature involves a first and a second closed-loop control phase, with the first closed-loop control phase in the form of basic adaptation [[(40)]] with stored control parameters setting the ~~currently~~ current prespecified desired coolant temperature as quickly as possible, and, after the ~~respectively~~ respective current desired coolant temperature is reached, the second closed-loop control phase in the form of fine adaptation [[(41)]] with variable control parameters keeping the ~~currently~~ current prespecified desired coolant temperature as constant as possible.

2. (Currently amended) The method as claimed in claim 1, ~~characterized in that~~ wherein, when the ~~currently~~ current prespecified desired coolant temperature is changed, the new prespecified desired coolant temperature is set by fine adaptation.

3. (Currently amended) The method as claimed in claim 1, ~~characterized in that~~ wherein the basic adaptation settings are improved by the corrected fine adaptation settings.

4. (Currently amended) The method as claimed in claim 1, ~~characterized in that~~ wherein, when the motor vehicle is started, the basic adaptation settings are matched to the ambient temperature.

5. (Currently amended) The method as claimed in claim 4, ~~characterized in that~~ wherein, when the motor vehicle is started, the basic adaptation settings are adapted if the ambient temperature has changed by at least [[by]] a prespecified temperature interval, and the motor vehicle has been out of operation for a prespecified minimum period.

6. (Currently amended) The method as claimed in claim 1, ~~characterized in that~~ wherein the current desired coolant temperature (TMSoll) is selected from ~~amongst~~ among three different prespecified desired coolant temperatures as a function of the load.

7. (Currently amended) The method as claimed in claim 1, ~~characterized in that~~ wherein the external air temperature [[(33)]] is also entered into the closed-loop control system in the first and in the second closed-loop control phase.

8. (Currently amended) The method as claimed in ~~one of~~ claim 1, ~~characterized in that~~ wherein basic adaptation [[(40)]] can be deactivated and, particularly in the event of a fault, closed-loop control of the coolant is taken over from a redundant fallback level by a proportional controller [[(43)]].